

What about Mopeds?

The moped bicycle may be the answer to city dwellers' transportation problems. It is a vehicle which possesses optimum fuel efficiency and economic advantages.

Obtaining 170 miles per gallon of fuel, the motor-assisted bicycle, however, has prompted debate in council chambers and police departments throughout Ontario.

On Dec. 12, the Provincial Government passed Bill 177 which listed motor-assisted bicycles into the Highway Traffic Act, making them subject to legislation.

This provincial legislation states that operators of the moped bicycle must be over 14 years of age but they are not required to wear a helmet or other protective devices. The bike's engine must not be larger than 50 c.c. nor be capable of speeds exceeding 30 mph. The bike operator requires no licence nor does the bike.

In Halton Hills the protective bicycle licence is required for mopeds. The moped can be operated anywhere a normal bicycle can be ridden, subject to bylaws of the area.

In short, the moped bike is an alternative to the automobile and the bicycle, for people who wish to avoid traffic tie-ups on their short hops to work.

The Acton Free Press questioned Actonians on the street to obtain their reaction to moped operation.

Omar Corkum of Church St. W. said the moped was ideal for the elder person and is convenient for running



OMAR CORKUM says the moped is an ideal form of transportation for an older person and is convenient for running around town.



Vernon Hitchcock

around town. He noted parking was no longer a problem because he can stand his moped on the sidewalk.

The moped, Mr. Corkum said, is "definitely an advantage for the city dweller." He told of his Toronto friend who can arrive home from work faster on his moped, than he ever could driving a car.

John Puncheon of Guelph St. said he didn't think much of a kid of 14 driving them in traffic. He said it is dangerous and if drivers were made to wear a helmet it would save their heads, if they were in an accident. "Anything with power should have a licence," Mr. Puncheon said, adding that there should be a proper test moped drivers could take.

Ron Turkosz of Mill St. said mopeds were alright for people over 16 years of age but some little kids can't handle them. He said he wouldn't buy one but has



Don Thompson

driven one. He said that if you fall off doing 30 you could still drive them, maybe killed, if in a collision with a car.

Harry Floren of Toronto said that moped operators should be made to wear helmets for their own protection. He said he believes 14 years is too young to ride. "They won't hurt themselves but may hurt others."

Don Thompson of Bower Ave., doesn't think 14-year-olds should be allowed to drive them either. For the 16-year-old and over there should be a test. Operators should be made to wear helmets as operators of other motorized bikes do.

John Coniglio, a downtown merchant, said moped operators should wear some kind of protection. "If you take a tumble it's just the same as on a motorcycle at 30 mph."

"If drivers used caution as with a bicycle," he said, the moped would be safe,



Omar Corkum

responsibility. He believes operators should wear a helmet and should be licenced. "If you only live a few miles from work or school, they are an advantage," he said.

The moped bikes being marketed in town are the 49 c.c. two stroke engine Cady, made in France. The top speed of the model sold at



Ron Turkosz

Canadian Tire, is 21 mph and obtains 170 miles per gallon of fuel.

Two models differ only in suspension. The more expensive model has a better front suspension and shock absorbers on the rear wheel. Mopeds have been in use in Europe for decades and are a means of inexpensive reliable transportation.



John Puncheon

400 fewer on jobless list

There were 400 fewer Halton Hills residents looking for work last month than last February, according to Jim Pappas, Canada Manpower Counsellor for Georgetown and Acton.

Last winter the Manpower office in Georgetown had over 1,000 people in their files who were without jobs but as of the end of May that figure has been trimmed to around 600.

Pappas noted part of the drop is due to the transfer of students files from Georgetown to Brampton but added there has definitely been a drop in the number of unemployed persons in Halton Hills.

Considering about 150 student files were transferred, Pappas "said the drop isn't really that drastic. I certainly wouldn't say good times are back again and I suspect it will be a long time before I can say that."

He noted that even with the student files transferred there were still indications more people in Halton Hills are back working after the winter slump and he added 100 names have been removed from the regular work force lists in his office over the past month.

Pappas suggested that while there are still some businesses and industries in

side of Halton Hills, like Brampton, Oakville and Mississauga.

"Even while the number of people in our files has been dropping we have also been experiencing a drop in the number of job vacancies in Halton Hills."

Hyde urges

Province-wide control of moped

Any legislation covering the operation of mopeds, (motor assisted bicycles) should be Ontario wide, Councillor Ern Hyde contended, Monday night at Halton Hills council meeting.

He claimed a resolution sponsored by the City of Sudbury asking for the power to pass bylaws where each municipality would control mopeds, would end up in confusion.

Hyde said there could be different regulations in Peel, Wellington and any other

area. He claimed they should only be regulated under the Highway Traffic Act, and suggested the town ask for such legislation to be passed.

Councillor Harry Levy said he agreed with Hyde to some extent but pointed out the town had its own bylaws covering snowmobiles. He said the town could have bylaws covering the use of mopeds on sidewalks, and footpaths.

Council referred the matter back to finance committee for further study.

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